Nickerson Street Rechannelization

Seattle City Council
Transportation Committee
June 8, 2010

# *Research on Four-lane to Three-lane Road Conversions*

- Traffic volumes remain the same

- Collision reduction (vehicles and pedestrians)

- Improved livability

- Similar roadway capacity

- Reduced speeding

Sources:

- Institute of Transportation Engineers

- Walkable Communities, Inc.

- Transportation Research Board

City of Seattle

Nickerson Rechannelization

- History of the project

- Benefits

- Existing conditions and analysis

- Monitoring and follow up
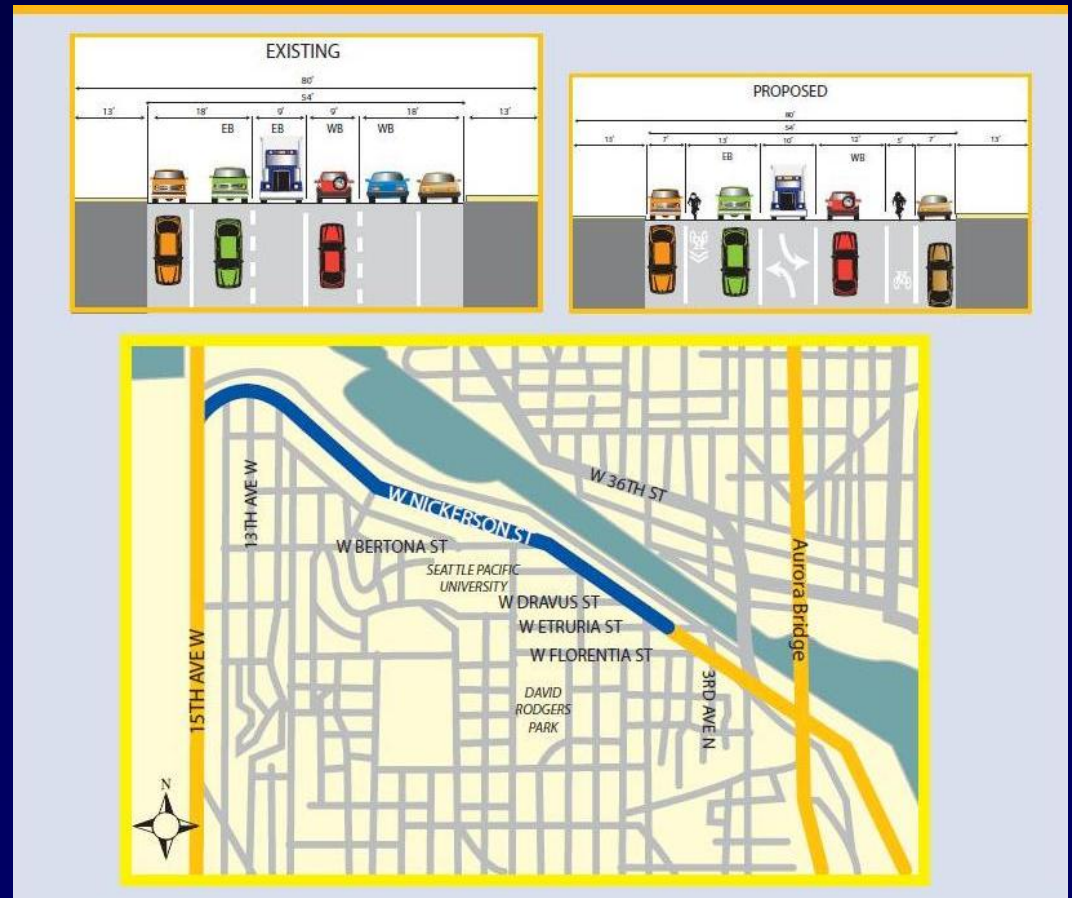
Nickerson: History of the Project

- Included in the 2007 Bicycle Master Plan
- Conducted traffic analysis in 2007
- Removed three non-compliant marked crosswalk locations in 2008
- Completed rechannelization design 2008
- Held Stakeholder meetings 2008-2009
- Held Community Open House 2009
- Additional AWV traffic analysis 2009-2010
- Announced decision to rechannelize Nickerson 2010

Nickerson Street—existing conditions

- Major truck street

- Partially located in urban village

- Parking on both sides

- 19,300 vehicle trips daily

  - Five percent are trucks (includes all sizes)

- 20 bus zones
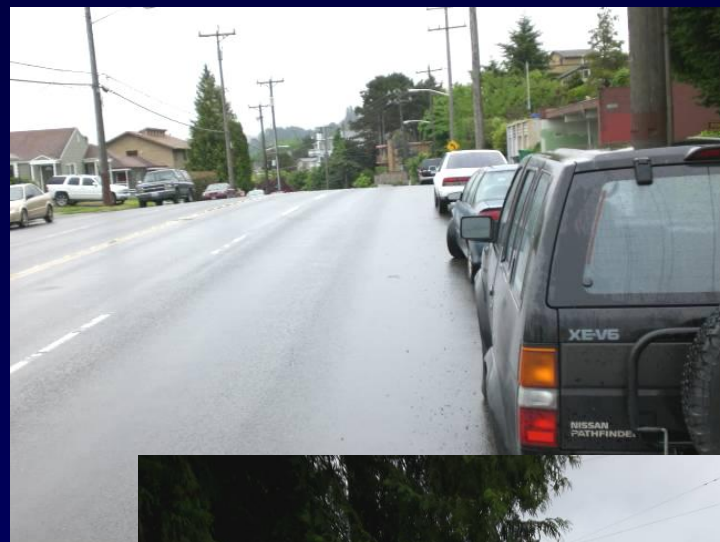
Nickerson Street—existing conditions (cont.)

- Long stretches between signals

- Many unmarked, legal crossings

- Pedestrian generators:

  - **Center**: Seattle Pacific University

  - **West end**: Residential and some commercial on north side

  - **East end**: office and retail

Why change Nickerson?

- Improves pedestrian safety

- Provides wider lanes for freight and transit

- Adds a two-way left-turn lane

- Adds on-street bicycle facilities

- Expected to reduce speed and collisions

Nickerson: Data Analysis

- Delay increase of 13 seconds in 2012

- Delay increase of 16 seconds in 2027

- Additional 20 westbound vehicles in AM and PM peaks

- Additional 50 eastbound vehicles in PM peak

Notes: WSDOT modelling for AWV with/ without tolling and during Mercer West construction

Nickerson: Performance Monitoring

- Monitor
  - Speed
  - Volume
  - Collisions
  - Traffic diversion
- Schedule
  - Install 2010
  - Monitor at 3, 6, 12 months
  - Formal report in 2011